

## **Draft Land Use Plan - Corridors and Business Parks**

### Background -

#### Corridors:

- Growth along US 31 has been primarily retail, and mainly at the southern portion of the corridor.
- Additional growth has occurred at the intersection of US31 and SR32, and some limited growth north of the Westfield-Washington Schools campus.
- While SR32 between US31 and the eastern township limit/ Noblesville has some open land remaining, it is substantially built out and significant changes in character or redirection of growth patterns is not practical in the near term. Commercial growth will continue.
- SR32 west of US31 to Boone County has significant open land available, and includes the villages of Eagletown and Jolietville where both residential and various mixed non-residential uses exist.
- A few industrial uses operate along SR38, however it remains largely agricultural with some residential.

#### Business Parks:

- While several small business parks exist, mainly west of US 31 and near or just south of SR 32, business parks have not received the emphasis necessary to encourage significant growth. A number of Open Industrial (OI) and Enclosed Industrial (EI) uses exist, but only a small portion of our businesses have developed in planned business parks.

### Development Policies -

#### Corridors:

- Set standards high (and adhere to them).
- Overlays must be updated and applied to all corridors within Washington Township.
- Redefine overlays as parcels, by number, to avoid inclusion/ exclusion interpretation issues.
- The south side of the SR32 overlay will typically be limited to a parallel line drawn the length of the Midland Trace Railroad bed.
- Emphasize referencing US31 as the “Meridian Corridor,” de-emphasize references to US31 (or even the inaccurate Meridian Street).
- Petition the State of Indiana to rename US31, SR32, and SR38. Submit a list of desired names for their consideration.
- SR32 and SR38 overlays should be slightly less restrictive than the Meridian Corridor (US31) overlay.
- Maintain existing 5-acre minimum lot size in Meridian Corridor (US31) overlay. Require a 3-story above-grade minimum building height between the highway and the future parallel arterial roadway (exact road location TBD); 2-story above-grade minimum building height from the future parallel arterial roadway to the outer extent of the overlay. Developments of less than 5 acres and/ or less than 3/ 2 stories above-grade, as applicable, are to be discouraged.

- 3-acre minimum lot sizes should apply within the SR32 and SR38 overlays. All lots lacking a parallel arterial roadway should be required to develop connecting ingress/egress points to ensure vehicular traffic access from primary arterials can be limited and controlled.
- Meridian Corridor - Determine significantly enhanced architectural standards, including building materials, number of building corners, and length of offsets. Consider requiring an odd number of building corners or large radii on at least one facade to drive creative designs. Set significant minimum offset length to avoid appearance of an entry vestibule (15 – 20', possibly greater or a percentage).
- SR32 and SR38 - Determine enhanced architectural standards, including building materials, number of building corners, and length of offsets. Consider requiring an odd number of building corners or large radii on at least one facade to drive creative designs. Set significant minimum offset length to avoid appearance of an entry vestibule (15 – 20', possibly greater or a percentage).
- Identify vehicle-stacking requirements. Assure sufficiency, but do not require an excessive amount.
- Do not allow residential or industrial development within the Meridian Corridor (US31) overlay.
- Establish a liberal setback distance (i.e.; continuing 90' build-to line that exists to our south in Clay Township) along the Meridian Corridor.
- Require dedication of right-of-way to allow development of parallel arterial roadways along both the east and west sides of the Meridian Corridor (US31). Setback distance limitations and existing development makes this impractical west of the Meridian Corridor (US31) and south of SR32, though if redevelopment occurs in this area the parallel arterial roadways should be required. North of SR32 and west of the Meridian Corridor, Wheeler Road can be extended to become the parallel arterial roadway. East of the Meridian Corridor (US31), the parallel arterial roadway should begin just north of 161<sup>st</sup> Street, extending to the future new US31/ SR32 interchange (west of South Union Street), and begin again at 186<sup>th</sup> Street (where Union Street will terminate) transitioning over to East Street and continuing to SR38.
- Exact location and alignment of the parallel arterial roadways must be determined before development along the Meridian Corridor is approved.
- Be proactive with the State of Indiana to identify the most desirable new crossover configuration to connect Westfield Blvd. with 151<sup>st</sup> Street/ Western Way/ existing retail developments during US31 upgrade design.

#### Business Parks:

- Set standards high (and adhere to them).
- Define business parks, by number, to clearly identify included parcels.
- EI and OI industrial uses are to be restricted to a designated Business Park northwest of the intersection of US31 and SR32. OI uses are to be in the center, surrounded by EI uses.

- A Logistics Area should be considered in an area defined from 191<sup>st</sup> Street north to the SR38 overlay, between the Meridian Corridor (US31) overlay (or possibly the future parallel arterial street) and Grassy Branch Road (north and east of existing industrial uses in along the Meridian Corridor (US31) overlay. A Special Study should explore this opportunity with the NE Quadrant Committee.
- No industrial uses should be allowed on the south side of SR32 or anywhere around Eagletown. A modest sized Business Park for commercial and EI uses (no OI uses) is designated north of SR32 at the Hamilton-Boone County line, wrapping around Jolietville and extending east to Mule Barn Road (north of tank farm). This commercial and EI Business Park should capitalize on proximity to Indianapolis Executive Airport as much as possible.
- No industrial uses are to be directly on or have direct access to/ from SR32.
- Restrict vehicular traffic access to SR32. Access should be from existing cross streets, or limited new streets with a large minimum separation requirement.

### Appropriate Land Uses -

#### Corridors:

- Meridian Corridor must develop primarily as office use. Retail may be designated in the US31/ SR32 Special Study Area, and if the results of the existing Special Study Area at US31/ SR38 are validated, limited retail may also be designated at that intersection.
- The western portion of the SR32 corridor will include a variety of designated land uses, ranging from attached single-family to enclosed industrial, depending on location and as designated in the SR32 overlay. Residential use is envisioned near existing villages, and adjacent to Little Eagle Creek and the Midland Trace Trail, where great opportunities for walking trails to take advantage of attractive natural features exist.

#### Business Parks:

- NW Quadrant EI/ OI Business Park can contain most uses identified in the Zoning Ordinances (16.04.180). Special Exceptions must be reviewed by a Comprehensive Plan Update Steering Committee subcommittee or the Plan Commission for appropriateness for each area.
- The proposed Logistics Area is for commercial (i.e.; research and development, and professional offices, no retail) and EI uses only (no OI). All potential uses and Special Exceptions must be reviewed by a Comprehensive Plan Update Steering Committee subcommittee or the Plan Commission for appropriateness.

### Sidebars/ Comments -

#### Corridors:

- Define an approximately 1/ 2 mile oval Special Study Area at the intersection of US31/ SR32, weighted most heavily to the northwest quadrant. To the extent possible without restricting the Special Study Team, define the Special Study Area along existing lot lines.

- Define a Special Study Area to investigate the Logistics Area described in Development Policies/ Business Parks above. To the extent possible without restricting the Special Study Team, define the Special Study Area along existing lot lines.
- As nothing of significance has changed in the area around the intersection of US31/ SR38, it is expected that the results of the Special Study Area at that intersection can be reviewed and re-validated. If consensus is that growth changes have evolved to the degree that a new Special Study is warranted, a Special Study Team should be appointed. To the extent possible without restricting the Special Study Team if it is determined that one should be appointed, define the Special Study Area along existing lot lines, incorporating in roughly the same geographic area as the existing study.
- Consider inducing compliant development in the Meridian Corridor by allowing limited revenue-generating uses on ground levels only with compliant developments (i.e., 50% of the ground level of a size and height compliant structure could be used for retail, primarily on the side away from US31). Other trade-offs for smaller/ shorter buildings could be considered if a developer offers enhancements that increase the assessed value of the development such that it becomes equal to the value of a size and height compliant development (i.e., incorporate amenities appropriate for use, enlarge and/ or enhance green space and landscaping, include below-grade parking).

Business Parks:

- While some language exists in the report from the NE Quadrant Subcommittee that appears to envision the possibility of business uses in the Quadrant, the defined Logistics Area may be interpreted as being inconsistent with results of NE Quadrant Subcommittee. It is the belief of the Corridors and Business Parks preliminary draft committee that infrastructure and favorable access availability to Meridian Corridor (US31) and SR38 makes this area a natural for this type of use.